

Listing of Claims/Amendments to the Claims:

The listing of claims that follows will replace all prior versions in the application.

1. (Currently Amended) A method for refilling service-brake circuits in a vehicle compressed air system after rapid compressed air consumption or loss, comprising the step of establishing pneumatic communication between (i) intact ones of service-brake circuits of a plurality of compressed air consumer circuits of ~~a~~ said vehicle compressed air system and (ii) at least one additional compressed air consumer circuit having a compressed air reservoir with pressure at least equal to pressure in said intact ones of said service-brake circuits, said plurality of compressed air consumer circuits having electrically actuatable valves that are open when in a de-energized normal state.

2. (Previously Presented) The method according to claim 1, further comprising the steps of monitoring a variable of state in said service-brake circuits and in said at least one additional compressed air consumer circuit, comparing said variable of state of said service-brake circuits and of said at least one additional compressed air consumer circuit against a predefined threshold value, shutting off individual ones of said service-brake circuits whose variable of state is below said threshold value, and refilling said intact ones of said service-brake circuits from said compressed air reservoir of said at least one additional compressed air consumer circuit.

3. (Previously Presented) The method according to claim 2, wherein said threshold value corresponds to a value of said variable of state to be adjusted in respective ones of said compressed air consumer circuits.

4. (Currently Amended) The method according to claim 1, further comprising the step of interrupting ~~said~~ communication between said at least one additional compressed air consumer circuit and said intact ones of said service-brake circuits when at least

one of (i) a monitored variable of state of said at least one additional compressed air consumer circuit and said service-brake circuits are equal and (ii) an index value of said variable of state is reached in refilled ones of said service-brake circuits.

5. (Previously Presented) A system for refilling service-brake circuits in a vehicle compressed air system after rapid compressed air consumption or loss, comprising a compressed air supply part having a compressor, a plurality of compressed air consumer circuits including service-brake circuits and at least one additional compressed air consumer circuit, said service-brake circuits and said at least one additional compressed air consumer circuit having compressed air reservoirs, electrically actuatable valves for supplying compressed air to said compressed air consumer circuits, sensors for monitoring pressure in said compressed air consumer circuits, and an electronic control unit for evaluating electrical signals from said sensors and for controlling said electrically actuatable valves, at least one of said electrically actuatable valves of said at least one additional compressed air consumer circuit being closed in a de-energized normal state, and remaining ones of said electrically actuatable valves of said compressed air consumer circuits including of said service-brake circuits being open in said de-energized normal state, said electronic control unit being adapted to (i) compare continuously measured values of a variable of state of said service-brake circuits with a threshold value, (ii) shut off defective ones of said service-brake circuits whose measured values are below said threshold value, and (iii) switch said at least one of said electrically actuatable valves of said at least one additional compressed air consumer circuit to an open position to establish communication between said at least one additional compressed air consumer circuit and intact ones of said service-brake circuits to refill said intact ones of said service-brake circuits from said compressed air reservoir of said least one additional compressed air consumer circuit.

6. (Previously Presented) The system according to claim 5, wherein said

electronic control unit is adapted to switch said electrically actuatable valves of said defective ones of said service-brake circuits to a closed position when a rapid drop of said variable of state occurs.

7. (Previously Presented) The system according to claim 5, wherein a pressure level in said at least one additional compressed air consumer circuit is higher than said pressure level in said service-brake circuits.

8. (Previously Presented) The system according to claim 5, wherein said remaining ones of said electrically actuatable valves are connected to a common compressed air distributor line, said common compressed air distributor line being in communication with a compressed air supply line, said compressed air supply line being in communication with said compressor.

9. (Previously Presented) The system according to claim 5, wherein said control unit is adapted to close said electrically actuatable valve of said at least one additional compressed air consumer circuit when at least one of (i) said variables of state of said at least one additional compressed air consumer circuit and said variable of state of said intact ones of said service brake circuits are equal and (ii) said variable of state of said service-brake circuits has reached an index value.

10. (Previously Presented) The system according to claim 5, wherein said threshold value corresponds to a value of said variable of state to be adjusted in said intact ones of said service-brake circuits.

11. (Previously Presented) The system according to claim 5, wherein said electrically actuatable valves are solenoid valves.

12. (Previously Presented) The method according to claim 2, wherein said variable of state is at least one of pressure, air flow rate, air mass and energy.

13. (Previously Presented) The system according to claim 5, wherein said variable of state is at least one of pressure, air flow rate, air mass and energy.